

What is claimed is:

1. An inertial reference system for an aircraft, comprising:
 - a first accelerometer located at a front portion of said aircraft;
 - a second accelerometer located at a rear portion of said aircraft;
 - a gyrometer located at a center portion of said aircraft; and
 - a control computer linked to said first and second accelerometers and to said gyrometer.
2. The system of Claim 1, wherein the center portion include said aircraft's center of gravity.
3. The system of Claim 1, wherein said control computer is located outside said front, rear, and central portions.
4. The system of Claim 1, wherein said first and second accelerometers and said gyrometer are housed inside a fuselage of said aircraft.
5. The system of Claim 1, wherein said control computer generates flight control parameters based on data received from said first and second accelerometers and to said gyrometer.
6. A system for controlling an aircraft, comprising
 - means for receiving first vertical acceleration data related to a vertical acceleration of a front portion of said aircraft;
 - means for receiving second vertical acceleration data related to a vertical acceleration of a rear portion of said aircraft;
 - means for receiving pitch rate data related to a pitch rate of a center portion of said aircraft; and
 - means for generating a pitch command based on said first and second vertical acceleration data and on said pitch rate data.

7. The system of Claim 6, wherein said means for generating comprises means for filtering signals carrying said first and second vertical acceleration data and said pitch rate data.

8. The system of Claim 7, wherein said means for filtering filters frequencies in excess of 10 Hz.

9. The system of Claim 6, further comprising means for receiving pitch flight control data, and wherein said means for generating generates said pitch command based on said pitch flight control data.

10. A system for controlling an aircraft, comprising means for receiving first horizontal acceleration data related to a horizontal acceleration of a front portion of said aircraft;

means for receiving second horizontal acceleration data related to a horizontal acceleration of a rear portion of said aircraft;

means for receiving roll rate data related to a roll rate of a center portion of said aircraft;

means for receiving yaw rate data related to a yaw rate of a center portion of said aircraft; and

means for generating at least one of a roll command and a yaw command based on said first and second horizontal acceleration data, on said roll rate data, and on said yaw rate data.

11. The system of Claim 10, wherein said means for generating comprises means for filtering signals carrying said first and second horizontal acceleration data, said roll rate data and said yaw rate data.

12. The system of Claim 10, wherein said means for filtering filters frequencies in excess of 10 Hz.

13. The system of Claim 10, further comprising means for receiving roll flight control data, wherein said means for generating generates said roll command based on said roll flight control data.

14. The system of Claim 10, further comprising means for receiving yaw flight control data, wherein said means for generating generates said yaw command based on said yaw flight control data.

15. The system of Claim 10, further comprising:

means for receiving first vertical acceleration data related to a vertical acceleration of said front portion of said aircraft;

means for receiving second vertical acceleration data related to a vertical acceleration of said rear portion of said aircraft;

means for receiving pitch rate data related to a pitch rate of said center portion of said aircraft; and

means for generating a pitch command based on the first and second vertical acceleration data and on the pitch rate data.